An 2/989

VFR TERMINAL AREA CHART
ANCHORAGE

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'
Topographic data corrected to April 1989

23 RD EDITION June 29, 1989
Includes airspace amendments effective June 1, 1989
and all other aeronautical data received by May 4, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for: DECEMBER 14, 1989

ANCHORAGE TERMINAL AREA
AIRPORT RADAR SERVICE AREA

80 - Ceiling of ARSA in hundreds of feet MSL
15 - Floor of ARSA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces; the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency rerouted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart as: normal arriving frequencies; all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
ANCHORAGE INTL		CONTINUOUS	118.4	118.3 237.8	ASR
BRYANT AAF		0500-1700 MON-FRI 0700-1700 SAT-SUN SUMMER 0500-1900 MON-FRI 0700-1900 SAT-SUN WINTER		123.0 241.0	
ELMENDORF AFB		CONTINUOUS	124.3 373.5	126.2 255.6	ASR/PAR
KENAI		0600-2200	120.3	121.3 239.3	
LAKE HOOD SPB		CONTINUOUS	125.6	126.6	
MERRILL		0600-2400 MAY 1-AUG 31 0600-2300 SEP 1-APR 30	123.7	118.7*	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

ANCHORAGE ARSA
118.6 290.9 (331-050) 3000' AND ABOVE
118.6 290.9 (345-330)
119.1 363.8 (331-050) BELOW 3000'
119.1 (051-330) 3000' AND ABOVE
123.8 259.3 (151-210) 3000' AND ABOVE
123.8 259.3 (211-244)
126.4 259.3 (051-150) BELOW 6000'
126.4 (151-210) BELOW 3000'

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet, time is local.
Contact nearest FSS for information.
(Other time by NOTAM contact FSS.

The word "TO" an altitude means "To and including."
FL — Flight Level
NO A/G — No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-2202 A	EAGLE RIVER AK	TO 11,000	0500-2400 MON-FRI; O/T BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 B	EAGLE RIVER AK	TO 11,000	0500-2400 MON-FRI; O/T BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 C	EAGLE RIVER AK	TO 3000	0501-2400 MON-FRI; O/T BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON

5-A-89

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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National Oceanic and Atmospheric Administration
National Ocean Service

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VFR TERMINAL AREA CHART
ANCHORAGE
LEGEND

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

TOPOGRAPHICAL INFORMATION

VFR TERMINAL AREA CHART
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ANCHORAGE TERMINAL AREA
AIRPORT RADAR SERVICE AREA

80/15 Ceiling of ARSA in hundreds of feet MSL / Floor of ARSA in hundreds of feet MSL

PURCHASED IN ACCORDANCE WITH TECHNICAL AND CHARTOGRAPHIC SPECIFICATIONS AND AGREEMENTS APPROVED BY
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
ANCHORAGE INTL		CONTINUOUS	118.6	118.7 257.8	ASR
BRYANT AAF		0700-1300 MON-FRI 0700-1700 SAT-SUN SUMMER 0500-1900 MON-FRI 0700-1900 SAT-SUN WINTER		125.0 341.0	
ELMENDORF AFB		CONTINUOUS	124.0 273.5	126.2 255.4	ASR PAR
KENAI		0600-2200	120.3	120.3 339.1	
LAKE HOOD SPB		CONTINUOUS	123.8	123.8	
MERRILL		0600 LAST MAY-1 AUG 31 1237 0600-2300 SEP 1-APR 30		126.0	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

ANCHORAGE ARSA	118.6 290.9 (151-050) 3000' AND ABOVE 118.6 290.9 (340-350) 3000' AND ABOVE 118.6 363.8 (321-032) BELOW 3000' 123.8 259.3 (NO &ORTH) AND ABOVE 123.8 259.3 (151-210) 3000' AND ABOVE 123.8 259.3 (211-244) 126.4 259.3 (051-150) BELOW 6000' 126.4 (151-211) BELOW 3000'	

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise specified, the area is in effect continuously. The word "and" means all times stated apply. To use MSL and/or H (Hour) in hours. Contact nearest FSS for information. Times may be by NOTAM (contact FSS). NO A/G - No air to ground communications.

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-2201 A	EAGLE RIVER, AK	TO 11,000	0500-2400 MON-FRI 0-1 BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 B	EAGLE RIVER, AK	TO 11,000	0500-2400 MON-FRI 0-1 BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 C	EAGLE RIVER, AK	TO 5000	0500-2400 MON-FRI 0-1 BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON

CAUTION. This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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C.55.416/11

ANCHORAGE

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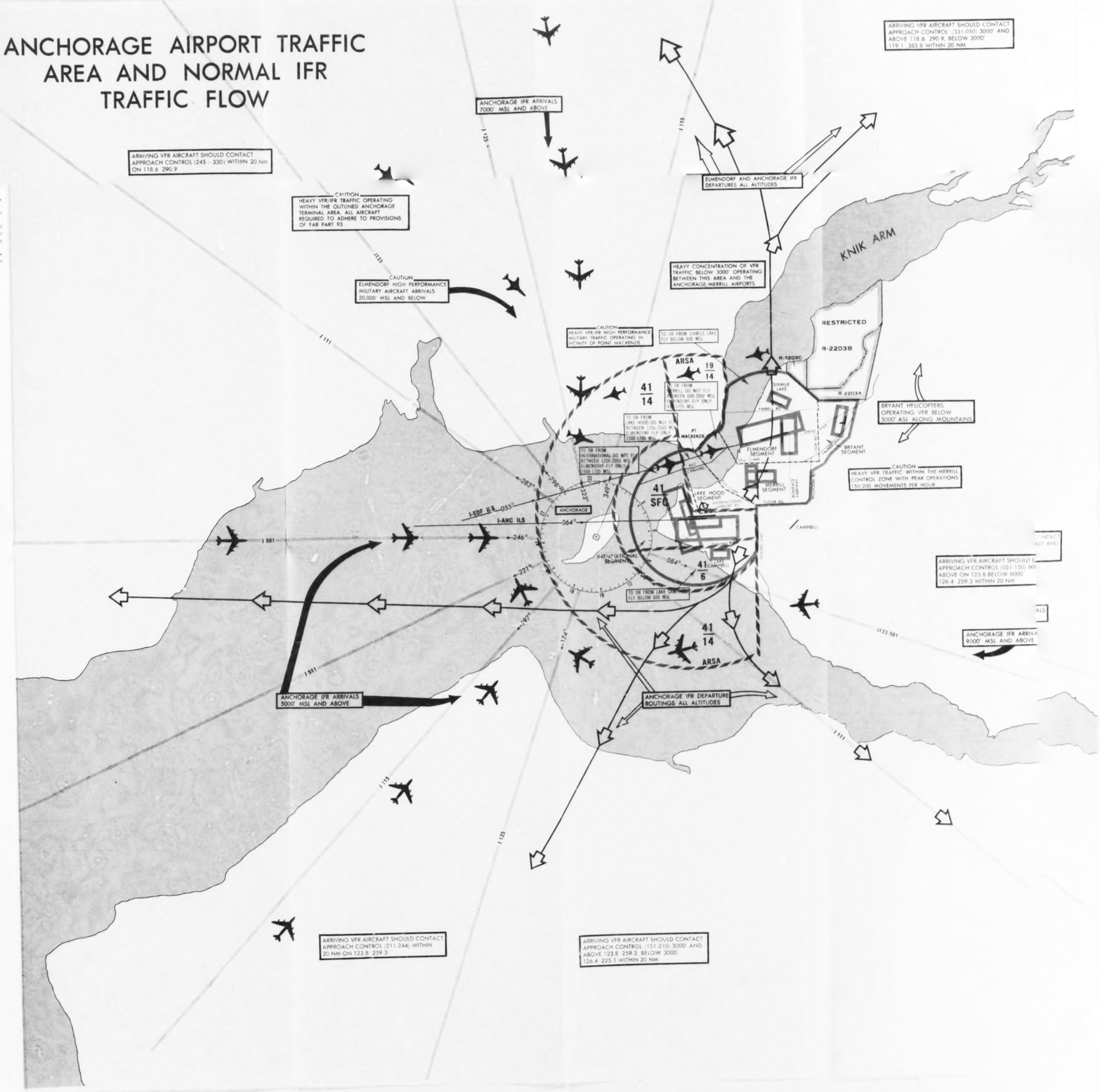
ANCHORAGE TERMINAL AREA RULES (FAR 93)

The following is a synopsis of the special air traffic rules in effect in the Anchorage terminal area. It is advisory in nature, and in no way relieves the pilot from compliance with the specific rules set forth in FAR 91 and FAR 93.

1. **General Rules: All Segments**
   a. Pilots operating to, from, or on an airport within the Anchorage Airport traffic area shall comply with the rules in this section and Section II, III, IV, V, or VI as applicable, unless otherwise authorized by ATC.
   b. Pilots of airplanes shall conform to the appropriate traffic pattern as depicted.
   c. Pilots of helicopters shall avoid the flow of airplanes.
   d. Except as provided in Vd and e, pilots shall operate only within the segment containing the airport of landing or takeoff.
   e. Except as provided in IVd, pilots shall maintain two-way radio communications with the control tower serving the segment containing the airport of landing or takeoff.
2. **International Segment**
   a. Do not operate between 1200 and 2000 MSL in that part of the segment lying north of the mid-channel of Knik Arm.
   b. When operating an airplane at more than 105 knots within the segment (except that part described in paragraph a. of this section), maintain at least 1600 MSL until maneuvering for a safe landing requires further descent.
   c. When operating an airplane at 105 knots or less within the segment (except that part described in paragraph a. of this section), maintain at least 900 MSL until maneuvering for a safe landing requires further descent.
3. **Lake Hood Segment**
   a. Do not operate between 1200 and 2000 MSL in that part of the segment lying north of the mid-channel of Knik Arm.
   b. When operating an airplane within the segment (except the part described in paragraph a. of this section) maintain at least 600 MSL until maneuvering for a safe landing requires further descent.
4. **Merrill Segment**
   a. Do not operate between 600 and 2000 MSL in that part of the segment lying north of the mid-channel of Knik Arm.
   b. When operating an airplane at more than 105 knots within the segment (except that part described in paragraph a. of this section) maintain at least 1200 MSL until maneuvering for a safe landing requires further descent.
   c. When operating an airplane at 105 knots or less within the segment (except that part described in paragraph a. of this section) maintain at least 900 MSL until maneuvering for a safe landing requires further descent.
   d. When Merrill Tower is closed, maintain two-way radio communications with Anchorage Flight Service Station while operating within the segment.
5. **Elmendorf Segment**
   a. When operating a turbine-powered airplane within the segment, maintain at least 1700 MSL until maneuvering for a safe landing requires further descent.
   b. When operating an airplane (other than turbine-powered) at more than 105 knots within the segment, maintain at least 1200 MSL until maneuvering for a safe landing requires further descent.
   c. When operating an airplane (other than turbine-powered) at 105 knots or less within the segment, maintain at least 700 MSL until maneuvering for a safe landing requires further descent.
   d. Pilots landing or taking off from Elmendorf may operate between 1500 and 1700 MSL in those parts of the International and Lake Hood segments lying north of the mid-channel of Knik Arm.
   e. Pilots landing or taking off from Elmendorf may operate between 900 and 1700 MSL in that part of the Merrill segment lying north of the mid-channel of Knik Arm.
6. **Bryant Segment**
   a. When operating an airplane within the segment, maintain at least 1000 MSL until maneuvering for a safe landing requires further descent.
   b. When Bryant tower is closed, conform to the traffic pattern depicted and, while in the pattern, maintain at least 1,000 MSL until proceeding departing or safe landing requires further descent.
7. **Special Requirements: Lake Campbell and Sixmile Lake Airports**
   a. When operating to or from Lake Campbell or Sixmile Lake Airport, conform to the appropriate traffic pattern as depicted.

NOTE: The Anchorage Airport traffic area extends upward from the surface to, but not including, 3000 feet MSL. However, it does not include:
1. The airspace 600 MSL and below north of a line beginning at the intersection of Farrell Road and the boundary of R-2203 A, extending westerly along Farrell Road to the east of Sixmile Lake, thence along a line bearing on the middle of Lake Lorraine to the boundary of the airport traffic area.
2. The airspace 600 MSL and below south of a line beginning at the intersection of the new Seward Highway and Dimond Boulevard, extending westerly along Dimond Boulevard to Sand Lake Road, thence due west to the boundary of the airport traffic area.
3. The airspace depicted as the "Bryant Segment" when Bryant Tower is closed.

ANCHORAGE AIRPORT TRAFFIC AREA AND NORMAL IFR TRAFFIC FLOW


ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (331-050) 3000' AND ABOVE 118.6 290.9, BELOW 3000' 119.1 363.8 WITHIN 20 NM.
ANCHORAGE IFR ARRIVALS 7000' MSL AND ABOVE
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (245 - 330) WITHIN 20 NM ON 118.6 290.9
ELMENDORF AND ANCHORAGE IFR DEPARTURES ALL ALTITUDES
CAUTION HEAVY VFR/IFR TRAFFIC OPERATING WITHIN THE OUTLINED ANCHORAGE TERMINAL AREA. ALL AIRCRAFT REQUIRED TO ADHERE TO PROVISIONS OF FAR PART 93
KNIK ARM
HEAVY CONCENTRATION OF VFR TRAFFIC BELOW 3000' OPERATING BETWEEN THIS AREA AND THE ANCHORAGE-MERRILL AIRPORTS
CAUTION ELMENDORF HIGH PERFORMANCE MILITARY AIRCRAFT ARRIVALS 20,000' MSL AND BELOW
CAUTION HEAVY VFR/IFR HIGH PERFORMANCE MILITARY TRAFFIC OPERATING IN VICINITY OF POINT MACKENZIE
RESTRICTED
R-2203C
R-2203B
R-2203A
ARSA
19/14
41/14
TO OR FROM SIXMILE LAKE FLY BELOW 600 MSL
TO OR FROM LAKE HOOD DO NOT FLY BETWEEN 600-2000 MSL ELMENDORF FLY ONLY 1500-1700 MSL
TO OR FROM INTERNATIONAL-DO NOT FLY BETWEEN 1200-2000 MSL ELMENDORF-FLY ONLY 1500-1700 MSL
PT MACKENZIE
SIXMILE LAKE
FARRELL
BRYANT HELICOPTERS OPERATING VFR BELOW 5000' ASL ALONG MOUNTAINS
ELMENDORF SEGMENT
BRYANT SEGMENT
MERRILL SEGMENT
LAKE HOOD SEGMENT
INTERNATIONAL SEGMENT
CAUTION HEAVY VFR TRAFFIC WITHIN THE MERRILL CONTROL ZONE WITH PEAK OPERATIONS 150-200 MOVEMENTS PER HOUR
41/SFC
41/6
CAMPBELL
TO OR FROM LAKE CAMPBELL FLY BELOW 600 MSL
ANCHORAGE
I-EDF ILS 055°
I-ANC ILS 064°
246°
298°
283°
340°
084°
221°
197°
174°
I 501
I 511
I 133
I 125
I 111
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (051-150) 6000' AND ABOVE ON 123.8 BELOW 6000' 126.4 259.3 WITHIN 20 NM.
ANCHORAGE IFR ARRIVALS 9000' MSL AND ABOVE
ANCHORAGE IFR ARRIVALS 5000' MSL AND ABOVE
ANCHORAGE IFR DEPARTURE ROUTINGS ALL ALTITUDES
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (211-244) WITHIN 20 NM ON 123.8 259.3
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (151-210) 3000' AND ABOVE 123.8 259.3, BELOW 3000' 126.4 225.1 WITHIN 20 NM.

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